

**Amendments to the Specification:**

Please amend the indicated paragraphs as shown below:

[0062]Example 1

Using yarn of nylon 66 fiber of 235 dtex/72f (base yarn strength: 8.0 cN/dtex), a plain weave textile was manufactured having 66 yarns/inch weave density for both warp and weft. The textile was boiled off and set by heat. Then, one side of the textile was coated with thermosetting silicone resin (see 6, 7 in FIGS. 3-4)(SRX625B <sup>TM</sup> manufactured by Dow Corning Toray Silicone Co., Ltd. + xylene solution containing 1% catalyst, 1% pigment, and 2% reaction accelerator) by 20 g/m<sup>2</sup> (on the basis of solid matter), which was subjected to drying and heat treatment, obtaining a coated fabric. The density of the textile after coating was 68 yarns/inch for warp, and 67 yarns/inch for weft. The weight of the textile was 135 g/m<sup>2</sup> before coating, and 155 g/m<sup>2</sup> after coating.

[0067]Comparative example 1

The airbag in Comparative example 1 was manufactured and evaluated in the same way as that in Example 1 except that the main-body fabrics were joined with reactive hot-melt resin (Hi-Bon HI-BON 4820 <sup>TM</sup> manufactured by Hitachi Kasei Polymer Co., Ltd.) in place of adhesive silicone, and were heated and pressurized at 90°C for 2 min. under 0.5 kgf/cm<sup>2</sup> surface pressure.

The airbag in Comparative example 1 provides substantially the same folded thickness as that in Example 1, but cannot provide sufficient airtightness since the peripheral junction was peeled off at several spots before the bag internal pressure reaches 50 kpa.

[0068]Comparative example 2

The airbag in Comparative example 2 is similar to that in Example 1, but in place of adhesive silicone, the main-body fabrics were joined by sewing the outer periphery and four junctions of the bag inside with thread of nylon 66 fiber (number count No. 8 for both needle thread and bobbin thread) at 4.0 times/cm in number of stitches. The outer periphery was stitched by double chain in two rows, and the bag inside was lock stitched. The surface of all seams and the outside of an outer seam at the outer

periphery were coated with moisture-setting silicone resin (RTV rubber SH790 <sup>TM</sup> manufactured by Dow Corning Toray Co., Ltd.) to achieve filling.

The airbag in Comparative example 2 is low in airtightness, and large in folded thickness, i.e. low in compactness.

[0069]Comparative example 3

The airbag in Comparative example 3 was manufactured and evaluated in the same way as that in Example 1 except that additive thermosetting silicone (SE1700 <sup>TM</sup> manufactured by Dow Corning Toray Co., Ltd.) was used as adhesive silicone, and was cured by heat at 150°C for 10 min. For the characteristics of adhesive silicone after cure, the JIS-A hardness was 35, and the initial fractural elongation was 510%.

The airbag in Comparative example 3 is slightly lower in airtightness, and slightly larger in folded thickness than the airbag in Example 1.

[0070]Comparative example 4

The airbag in Comparative example 4 was manufactured and evaluated in the same way as that in Example 1 except that condensation RTV silicone (SE9145 <sup>TM</sup> manufactured by Dow Corning Toray Co., Ltd.) was used as adhesive silicone. For the characteristics of adhesive silicone after cure, the JIS-A hardness was 41, and the initial fractural elongation was 380%.

The airbag in Comparative example 4 is lower in airtightness (the peripheral junction is peeled off at one spot in the vicinity of the mounting hole), and larger in folded thickness than the airbag in Example 1.

[0071]Comparative example 5

The airbag in Comparative example 5 was manufactured and evaluated in the same way as that in Example 1 except that silicone having different characteristics after cure (TSE3456T <sup>TM</sup> manufactured by GE Toshiba Silicones Co., Ltd.) was used as adhesive silicone. For the characteristics of adhesive silicone after cure, the JIS-A hardness was 28, and the initial fractural elongation was 720%.

The airbag in Comparative example 5 is lower in airtightness (the peripheral junction is peeled off at one spot in the vicinity of the mounting hole) than the airbag in Example 1.